

# GR CRES: "PITY, JUDGE, FOR SHE'S MY MOTHER."

Pretty Maud Cenry's Plea  
for the Release of Her  
Aged Parent.

TEARS WERE SHED IN VAIN.



Maud Cenry Pleading for Her Mother Before Mott.

## RACING AGAINST ELLIOT DANFORTH THE NEW CHARTER. SOON TO MARRY.

East River Tunnel Projectors  
in a Hurry for a Fran-  
chise.

EXPECT A REPORT TO-DAY.

They Fear the Municipal Own-  
ership Feature of the Greater  
City Charter.

Events to-day will go far toward decid-  
ing whether the franchises for the pro-  
posed East River Tunnel will be granted  
by the Board of Aldermen of New York  
and Brooklyn, or delayed for action by  
the Municipal Assembly of the Greater  
New York.

If the franchise is not granted till the  
first of the year, the tunnel, under the  
municipal ownership provision of the  
Greater New York charter, will eventu-  
ally become the property of the city. For  
this reason the company known as the  
Brooklyn, New York and Jersey City Ter-  
minal Railway Company is urging that  
its application be considered immediately.

The franchise wanted in New York City  
is for permission to build the tunnel un-  
der Maiden lane and Cortlandt street  
from the water's edge and to construct  
elevators to the street level.

The Aldermen on Railroads will  
give a hearing on the subject to-day.  
In Brooklyn the company seeks permis-  
sion to tunnel under the streets in order to  
connect at Flatbush avenue with the tracks  
of the Long Island Railroad, which are to  
be depressed. The tunnel would then con-  
nect with the railroad making a direct  
route from the Cortlandt street station to  
all parts of Long Island.

**To-day to Decide.**  
The Brooklyn Aldermen have already con-  
sidered the application before them, and the  
committee before which the hearing was  
held is expected to report at to-day's ses-  
sion. The sentiment of the officials of both  
cities toward the company will therefore  
soon be known.

If the permission is granted now, the  
franchise will come under the requirements  
of the law providing that, in a city having  
125,000 inhabitants, such franchises must  
be sold at public auction to the bidder of-  
fering to pay the largest percentage of re-  
ceipts into the city treasury.

The company's officials are not alarmed at this,  
because it has the exclusive oppor-  
tunity of connecting with the Long Is-  
land Railroad, and possible competitors  
would thus be shut out of the business.

There is a more serious situation for  
the officials to the fact that if the fran-  
chise is not granted till the first of the  
year, it will come under the municipal  
ownership provisions of the Greater New  
York charter. In any event, however, the  
officials of the company say they will build  
the tunnel.

**Route of the Road.**  
The present plan is to have a station  
at Cortlandt and Church streets, seventy  
feet below surface, and connecting by el-  
evator with the surface and the "F" sta-  
tion. The next station would be at Man-  
hattan and Pearl street, connecting with  
the Second and Third avenue railroads.  
The third station would be at East River  
and under Pine street, connecting with  
the East River and under Pine street  
station to a station near City Hall.  
The fourth station would be at Fulton  
street, connecting with the Fulton street  
depot, going into a station about  
eighteen feet below grade.

From this station the tracks would be  
depressed to Bedford avenue, and  
will then rise in an open cut to the level  
of the street, thence to an elevated rail-  
way structure, which at Nostrand avenue  
will attain sufficient height for street traf-  
fic underneath. The tracks will again be  
depressed between Howard avenue and  
East New York.

The projected running time between the  
New York terminal at Cortlandt street to  
Brooklyn City Hall is four minutes; to Flat-  
bush avenue station, six and a half min-  
utes; to Nostrand avenue, nine and a half  
minutes; to Manhattan Crossing, fourteen  
minutes; to Jamaica, twenty-one minutes.

**Death His Only Hope.**  
David M. Dickie, forty-nine years old, committed  
suicide in his home, on Berrian street, near New  
York, last Saturday night, because he was suffering from a nervous trouble  
which had been pronounced incurable. Dickie was  
a native of Ireland, and had been married and lived with his  
family. Last Saturday night he went to a drug  
store on Lincoln street and purchased rat poison.  
He then went home and set the poison out on a  
table. A physician arrived, Coroner Daugh-  
ton held an inquest.

**Anniversary of the Y. M. C. A.**  
The forty-fourth anniversary of the  
Brooklyn Y. M. C. A. was celebrated yester-  
day at Association Hall, Fulton and Bond  
streets. The Rev. Dr. Bradford P. Ray-  
mond, president of the Wesleyan Univer-  
sity, was the orator. Dr. Raymond saw a  
great going forward in the established suc-  
cess of the Y. M. C. A. of Brooklyn, and  
said that he was proud of the young cen-  
tury of the association, who acted as carter-  
speakers in the late municipal campaign.

**Doctors Cannot Tell How Badly She Is  
Hurt for Several Days.**  
John Lange, of No. 848 Madison avenue,  
Brooklyn, a bicycle rider, ran into Margaret  
Boltz, of No. 202 New Jersey avenue, at  
Glenmore and Pacific avenues, yesterday.  
She was knocked down.

Mr. Lange was so horrified to speak and  
went quickly with Park Patrolman Jones to  
the Madison avenue police station, where  
he was locked up.

Meanwhile Surgeon Lee, of St. Mary's  
Hospital, found Mrs. Boltz suffering from  
contusion of the head and body and  
nervous shock. It will not be known for  
several days how serious the effect of the  
accident will be.

**Journal "Wants"**  
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# RAILROAD STOCKS

Rate Slashing Spreading  
at an Alarming  
Pace.

WALL STREET HEEDLESS.

Freight Traffic Between Chicago  
and the East Now Involved  
in the Warfare.

Another week of unprofitable, insignificant  
changes in stocks, with small bands of  
professional traders harping upon the well-  
worn strings which give forth no tune.

And yet a crisis is approaching in the  
railroad world which attracts no attention  
now, but must be recognized by important  
interests, and will excite great attention  
and even apprehension before long. The  
railroads are steadily but rapidly approach-  
ing a situation which threatens the great-  
est rate war of the decade, one of those  
wars that convulse traffic from one end of  
the country to the other. From the Atlantic  
to the Pacific seaboard rates are in a  
deplorable condition, and scarcely a day  
now passes without some item of news,  
which passes unheeded, indicating an  
open cut in passenger or freight rates.

**Some Secret Cutting.**  
The open cuts are the fruit of a secret  
but growing slashing of rates which has  
been kept from public notice until the  
open publication of new tariffs has re-  
vealed the secret operations of the traffic  
departments of the railroads. An open cut  
is always the outgrowth of secret cuts that  
have come first.

In one month freight rates from the Gulf  
to Colorado points have been reduced 38  
per cent, and in two weeks passenger rates  
between Chicago and St. Paul have fallen  
42 per cent. The demoralization of Colo-  
radian rates was not very much under-  
estimated to Missouri points. But during the  
week the Chicago and Northwestern applied  
a similar reduction of rates to the Missouri  
gateways. Other railroads will have to fol-  
low, and there is no knowing when the war  
will stop, or how much destruction of  
profit will result.

Wall Street has a short memory,  
luckily for Wall Street, or the fluctua-  
tions of life and speculation would not be  
so great. Wall Street has forgotten its right  
when the Supreme Court announced the  
Trans-Missouri Freight Association decision  
last Spring, which forced the dissolution  
of all the Western traffic associations.

The Joint Traffic Association in the East  
refused to dissolve, and the Supreme Court  
refused to enforce its decision. The result  
of that fight all lawyers, except the counsel  
employed by the Joint Traffic Association,  
admit will be unfavorable.

**Make-shift Organizations.**  
The makeshift organizations which the  
railroads formed to take the place of the old  
pooling associations have been pronounced  
illegal by the highest judicial tribunal of  
the land. The losses and imperfect associa-  
tions existing have been a feeble and un-  
certain yet a restraining hand upon the  
tendency of railroads to fight unduly and  
unprofitably for their selfish interests.

During the height of the grain move-  
ment, forced by the unusual conditions so  
well understood, there was a general agree-  
ment to cut rates. Now that the first flush of  
the grain trade is over the effects of the  
Trans-Missouri decision are beginning to be  
felt. Even the Joint Traffic Association's  
situation has been unable to prevent a  
general rate cutting.

The trunk line official made the state-  
ment during the week that rates on some  
classes of freight between Chicago and New  
York had been cut 33.33 per cent. "Pres-  
sures" may have been put upon the roads  
and make solemn vows of good faith, but there  
is an underlying force that makes such pro-  
fessions so much the more empty.

The situation has its origin in the death strug-  
gle of the Northern ports to maintain their  
last vanishing supremacy in the export  
trade.

**Shrinkage in Tonnage.**  
An enormous shrinkage of the eastbound  
tonnage from Chicago as compared with  
last year, shows how much the Eastern  
trunk lines are suffering despite the un-  
precedented grain movement.

It is not only the trunk lines but the  
local lines are suffering. The Gulf ports are  
getting the lion's share of the business.  
Such low rates are made in combination  
with the local lines, and the result is a  
petition is not possible except by a whole-  
sale slaughter of rates, which must come if  
the freight of traffic is to be maintained.

All of the large ports in Southern States  
are also suffering business away from the  
Northern ports. New Orleans is the great-  
est sufferer. When navigation closes  
the fight will grow more intense.

The railroad men of the Gulf are dis-  
tinctly in the wrong. They are taking ad-  
vantage of a town grade and level  
plains. The west-bound business from the  
Gulf ports has not been of such propor-  
tion as to give the railroads the full ad-  
vantage of their more cheaply handled  
eastward business.

Low rates have consequently been made  
to attract business to the Gulf ports. As a consequence  
the movement of traffic on all railroads in  
the Gulf section has become involved in  
the fight.

If the fight develops into a general and  
disastrous war, as is now almost cer-  
tain, the result will be a general cutting  
of rates. The result will be a general cutting  
of rates. The result will be a general cutting  
of rates.

**Wall Street Heedless.**  
Wall Street has not yet paid heed to the  
rate situation as can be gained from the  
talk in offices, which runs almost exclu-  
sively to the currency and Cuban questions  
and earnings of past months about to be  
announced. There can be nothing more  
than talk about the currency question; ac-  
tion has been decided upon by the govern-  
ment, and the currency is being put in  
the hands of the people.

The possibility of currency legislation  
cannot be foreseen. The Cuban question  
is a question of no doubt on the part  
of the Cuban people. The Cuban people  
are the Cuban people. The Cuban people  
are the Cuban people.

**RIDER RUNS DOWN A WOMAN.**  
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Brooklyn, a bicycle rider, ran into Margaret  
Boltz, of No. 202 New Jersey avenue, at  
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